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SECURITY INFORMATION

COUNTRY East Germany

REPORT NO

TOPIC Alt Loennewitz Airfield

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EVALUATION

PLACE OBTAINED

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ENCLOSURES (NO. & TYPE)

REMARKS

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1. In the early morning hours on 14 June 1953, four jet fighters were observed parked directly at the gap in the fence on the eastern side of Alt Loennewitz airfield. Shortly after 8 a.m. on 20 June, formation flying was practiced by four swept-back jet fighters. There was a 5/10 overcast. Between 12 and 17 July, air activity was repeatedly observed during the daytime and sometimes at night.

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2. The following aircraft and air activities were observed at the field between 28 June and 19 July:

28 June. There was no air activity.

29 June. In the morning and afternoon, individual and formation flights were made by MiG-15s which also dived over the southern aircraft revetments from an altitude of 3,000 meters to 150 meters. Between 6:10 p.m. and 7:15 p.m., there was air activity by Il-10s, which subsequently made individual night flights.

30 June. In addition to the previously reported air activity by Yak-11s in the afternoon, MiG-15s were aloft. However, it could not be definitely determined whether the MiG-15s had taken off from Alt Loennewitz airfield. Night flying started at 8 p.m., while searchlights were in operation. Air activity still continued at 11:30 p.m.

2 July. Between 10:30 a.m. and 5:30 p.m., there was intensive air activity by swept-back jet fighters which also made some dives from a high altitude. There were no clouds. After 8:10 p.m., intensive night flying was conducted with an average of up to 4 Il-10s being aloft.

6 July. No air activity was observed up to 6 p.m. At this time, there was a light haze. After 6 p.m., ground-attack planes practiced flying individually and in elements of two. Subsequently, the planes practiced night flying, which was continued until after midnight.

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7 July. During the morning, when the weather was cloudy, individual flights were made by MiG-15s which mostly flew above the clouds. After 9:15 p.m., there was intensive air activity.

8 July. There was night flying by swept-back jet fighters which individually approached and fired at illuminated sleeve targets towed by MiG-15s. Six searchlights were arranged at equal intervals and apparently in a straight row in the area of the Belgern firing range as far as Muehlberg west of the Elbe River. The searchlights at the field were also in operation as usual. Prior to the approach of a plane, the first or sixth of the row of searchlights radiated vertically upward. A MiG-15 coming from the Torgau area flew over the searchlights, while a second MiG-15 also with set position lights followed at a distance of about 500 meters. Just over the first searchlight, a sleeve target was illuminated by the first two searchlights while the second plane approached for attacking. A burst of 8 to 10 shots with red tracer ammunition was fired. The attacks were repeated while the sleeve target was successively illuminated by the searchlights of the row. This procedure was repeated three times before the planes landed. After an interval of about 20 minutes, the planes again took off and practiced in the same manner.

9 July. In the morning, when the weather was cloudy to partly cloudy, individual MiG-15s practiced flying at high altitudes above the clouds. Between 1 p.m. and 3:30 p.m., individual and formation flights were made by swept-back jet fighters. At 1:45 p.m., a formation of eight MiG-15s with auxiliary fuel tanks was observed. [redacted] Night flying by swept-back jet fighters was started at 9:15 p.m. and still continued at 11:30 p.m.

10 July. In the early morning, take-offs were made by four MiG-15s which landed after a short time. It rained and the weather was cloudy. No more air activity was observed throughout the day.

11 July. After 9 a.m., there was air activity by Il-10s which practiced individual and formation flying and diving over the dispersal area of six MiG-15s.

12 July. There was no air activity.

13 July. Between 9:30 a.m. and 3 p.m., swept-back jet fighters, [redacted] practiced flying individually and in formations of 2s and 3s in the vicinity of the field. Sometimes, the planes flew very low. There was a low ceiling of thunder clouds at first; later, the overcast broke up. At about 7:10 p.m., five Il-10s took off. Subsequently, night flights were made by Il-10s.

14 July. At 6:30 a.m., there was a scattered cloud base. Six MiG-15s took off and practiced dogfighting at high altitudes. During the morning, individual and formation flights were made by swept-back jet fighters with two MiG-15s making low-level attacks against the dispersal area of the alert planes. The two planes approached the target from a horizontal flight at an altitude of about 400 meters, came in on the target at an angle of about 30 degrees, leveled off about 30 meters above the target, then flew this altitude for about 500 meters making defensive

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movements at the same time and then zoomed off. The noise of the engines repeatedly changed when the planes flew straight for 500 meters. The MiG-15s discontinued day flying at about 4 p.m. After 9:30 p.m. firing at sleeve targets was again practiced with searchlights in operation.

15 July. There was no air activity.

16 July. There was air activity by swept-back jet fighters including low-level and gliding attacks and flights with towed sleeve targets. Firing was heard from the area of the Elbe River. Day flights were stopped at about 1:30 p.m. Prior to night flying, which started at 9 p.m., a MiG-15 [] circled several times over the field. Source repeatedly observed that, 30 to 45 minutes before night flying started, a plane of the aircraft type employed in night flights made some local flights. Since the MiG-15 [] was frequently observed making low-level attacks in the vicinity of the field, source believed that this plane was flown by a senior officer.

17 July. Between 6 a.m. and 1 p.m., there was intensive air activity by IL-10s, [] which made individual and formation flights in the vicinity of the field. The sky was partly cloudy. About noon, the noise of jet aircraft engines was heard from the area of the Elbe River. At 7 p.m., take-offs were made by three MiG-15s which circled several times over the field.

18 July. At about 10:45 a.m., training flights were made by three IL-10s. The degree of cloudiness increased and it rained after 11:30 a.m.

19 July. There was no air activity. At 7 a.m., a total of 42 IL-10s were parked near the closed hangars. 1

3. On 28 June, no guns were observed in the AA gun emplacement on the southern edge of the field. In mid-July, four guns were seen there. Five trucks which were not camouflaged were parked near the open well. 2
4. In July, work continued on the shrapnelproof aircraft revetments. The wooden frames of three revetments north of the open well were completed. Earth was excavated from a field north of the Crassau Vorwerk and then hauled to the construction site.
5. Trucks observed at the field [] carried timber toward the airfield on 18 July. [] hauled milk daily from the dairy in Falkenberg, and [] usually occupied by 5 to 8 men and a canvas-covered load, which proceeded about three times per week from the field to Belgern. 3

1. Comment. Alt Loennowitz airfield is still occupied by a fighter regiment and a ground-attack regiment. It is noticeable that the two regiments still conduct intensive night flying. Firing practices at towed air sleeves with searchlights in operation were previously reported for the first time. See [] The description of the flights in the beams of searchlights and of the gliding and low-level attacks appear noteworthy. From reports received during the last months it is concluded that the status of training, particularly of the fighter regiment, is very good. [] Koethen.

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